

# AMBASSADORS TAKE VIEW THAT QUESTION IS UP TO GERMANY

## GERMAN NAVAL OFFICERS FEEL THAT DEMAND AIMS TO CRIPPLE PERMAN- ENTLY COUNTRY'S ASPIRATIONS AS NAVAL POWER.

Paris, Feb. 7.—Delivery to the German government by the French charge in Berlin of the list of Germans whose extradition is demanded by the Allies is the proper course to pursue in the existing circumstances, the council of ambassadors decided this morning. Its action was made known through an official communique, which read:

"The council of ambassadors is unanimously of the opinion that the list should be delivered to the German government by the French charge in Berlin of the list of Germans whose extradition is demanded by the Allies is the proper course to pursue in the existing circumstances, the council of ambassadors decided this morning. Its action was made known through an official communique, which read:

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# Japs Block Russians; U. S. Marines Intervene

## REVOLUTIONISTS ATTEMPT TO CAPTURE GEN. ROSANOFF WHO FINALLY ESCAPED AND BOARDED CRUISER.

# NEW YORK IS TRYING TO GET FREE OF SNOW

## Housewives Warned to Con- serve All Perishable Foods.

New York, Feb. 7.—Snow bound New York marshaled all its forces today in an effort to extricate itself from the paralyzing grip of a storm that has reminded old timers of the classic blizzard of 1888.

Spurred by Mayor Hylan's proclamation urging the suspension of all but vitally necessary trucking traffic for three days, big trucking corporations, the great metropolitan department stores and others turned over their auto trucks and drivers to cart snow to piles, where steamship companies loaned employees for the task of dumping it into the harbor. Hundreds of stores set their employees to work with shovels.

Trucking in the city's snow filled streets was restricted to those engaged in moving food, fuel, milk and newspapers. Private passenger cars, except those used by physicians, have been placed under the embargo until Tuesday morning.

Janitors of buildings on side streets, despairing of making headway against drifts with a shovel, built great bonfires of boxes and melted the snow banks. In some streets last night the mounds resembled sleets.

(Continued on Page Six.)

# NEW ENGLAND RECOVERING FROM STORM

Boston, Feb. 7.—Recovery from the effects of the blizzard, which has held New England snowbound during the last 48 hours, was retarded by the arrival of more snow on a heavy northwest wind early today. Attempts to get railroad schedules into shape again met with slight success and officials feared new difficulties of a "freezeup" when the weather bureau predicted a wind change from the northwest followed by clearing and cold.

Suburban and local transportation, which last night had improved somewhat from the chaotic conditions of the day and night previous, was again badly crippled. Stormbound ships that had prepared to leave port today again postponed their sailings.

Points in Massachusetts, New Hampshire and Maine, which were isolated yesterday, continued as communities apart from the rest of civilization, except for telephone communication. Many of these places have not received food or mail deliveries since yesterday.

The concrete steamer Pollux, aground on a ledge near Mosquito Island at the entrance of Penobscot Bay, was the only vessel reported in trouble along the New England coast. A late message from the steamer said the coast guard cutter Acushnet and a crew from Burnt Island coast guard station were standing by her. Several vessels inbound were reported safely riding out the storm many miles from the coast.

Boston, Feb. 7.—A boat containing ten men of the wrecked concrete steamer Pollux off Rockland, Maine, left the vessel in a life boat at 8:30 today without the master's permission and was not afterward seen, according to a radio message received here from the coast guard cutter Acushnet.

The message said the Acushnet had taken off the captain and 28 of the crew.

## FOREIGN EXCHANGE RECOVERS

London, Feb. 7.—A further recovery was experienced in the foreign exchange markets today on small transactions. New York cable transfers were quoted at \$3.33, after yesterday's close around \$3.30. Italian exchange moved smartly two points to \$1.60, while exchange on Paris and Brussels also showed improvement.

## WOULD REDUCE GUILTY LIST.

London, Feb. 7.—Premier Lloyd George is reported to favor a substantial modification of the list of Germans whose surrender the Allies demand, the Westminster Gazette says today.

The only people who look like the pictures in the comic valentines are the people who send them.

# START RESCUE OF STEAMER'S PASSENGERS

New York, Feb. 7.—Rescue of the 32 passengers on the steamship Princess Anne, stranded on a sand bar at Rockaway point, began by boats from the coast guard cutter Manhattan at 11 a. m. today. The coast guard crew from the shore station also has succeeded in launching one of its boats and is making its way to the ship. Two barges from the Manhattan are being used in the rescue.

The position of the vessel makes rescue exceptionally difficult.

# 34 CASES OF "FLU" TODAY

## Death Toll Is 18 of In- fluenza and 22 of Pneumonia.

## TOTAL NOW HAS REACHED 1,049

Tuesday's heavy list of 167 cases of Spanish Influenza showed its reflex today when the Health department reported the toll of deaths as four from the "flu" and five from pneumonia.

With the addition of these figures the number of deaths to date stands as follows:

Spanish Influenza	18
Pneumonia (all forms)	22
Total	40

The disease continues to be active throughout the city and 24 new cases were listed on the department records this morning. This brings the grand total to 1,049 cases. Dr. Brown was very optimistic this morning and expressed the belief that the sudden change in weather would help keep down the further spread of the epidemic.

The department experienced considerable difficulty last night in getting a coal supply out to the Englewood hospital. The supply had run dangerously low, but after battling through the snow all yesterday afternoon the health authorities managed to relieve the situation.

# WITNESSES SAY BURNS WAS WARNED

## Coroner Hears He Persisted In Riding on the Step.

That Michael Burns, 113 Barnum avenue, who was fatally crushed between two trolley cars yesterday morning, continued to ride on the inside step of the platform despite warnings, was the statement of a fellow passenger before Coroner Phelan this morning. T. W. Hurst of 44 Courtland street, was riding on the rear platform of the same car on which Burns was a passenger.

Hurst said he saw a car approaching on the opposite track and shouting to Burns and another man to get off the inside step. One man leaped into the snow beside the track and escaped injury but Burns remained on the platform and was brushed off by the oncoming car.

Frank Alecko, who was standing at Barnum avenue and Bulet street, saw the crowded car and observed Burns and another man standing on the inside step. He shouted when he saw the other car coming but Burns did not heed the warning, the witness said.

Burns was employed at the Leocomobile Co. and was on a Barnum avenue car at 6:15 yesterday morning when the fatality occurred. Ivor Alpert of 280 Alabaster street, motorman on the car on which Burns was riding, said it was dark at the time and he did not see anybody on the inside step. The rules of the Connecticut Co., he said, provide that the motorman must elect passengers from that step before the car is started.

The coroner continued the hearings until next Tuesday morning.

# NOTED OUTLAW LEADER HAS BEEN TAKEN

## One of Most Important Cap- tures Federal Troops Have Made.

Mexico City, Feb. 7.—Gaudencio De La Llave, formerly a federal general, but in recent years an outlaw leader, in the Vera Cruz region, was captured Feb. 3 in a battle near Nautia, state of Vera Cruz, and is being taken to Vera Cruz for a court martial, according to a statement issued at presidential staff headquarters.

The battle was disastrous to the rebel forces, it is said, resulting in the death of Generals Jonclano Vazquez and Vicente Lopez, rebel leaders, and the wounding of the notorious Higinio Aguilar.

Government troops attacked the rebel rendezvous after learning that the outlaw chiefs intended to meet.

The capture of General Llave is considered an important feat as that which some months ago resulted in the deaths of Generals Alvarez and Blanquet.

In addition to defeating the rebels the federal troops secured a number of Spanish and Arabian merchants who had been kidnapped and held for ransom.

# 3 HIGH POWER RADIO STATIONS NOT OPERATING

Washington, Feb. 7.—Three of the four high power naval radio stations on the Atlantic coast were out of commission today as the result of a recent storm. The New Brunswick station was the only one in operation, it was said at the Navy Department, the Arlington, Annapolis and Saville stations all being "down" as a result of ice forming on the antenna and the disintegrating effect of the winds.

# NO COLD SNAP PREDICTED TO FOLLOW STORM

Washington, Feb. 7.—While high winds and snows continued today in northern New England, the Weather Bureau announced the storm which has swept the north Atlantic coast for the greater part of the week should pass beyond the range of the United States tonight.

Nevertheless the weather will follow in the wake of the storm, according to the government forecaster, temperatures today in New England and elsewhere along the coast being only slightly below the freezing point.

# Members Indignant At Administration Method

## FINDINGS OF AUDITORS NOT SHOWN TO BOARD OF EDUCATION BUT ARE GIVEN TO MAYOR.

New York auditors were hired by the city of Bridgeport to audit the books in the offices of the Board of Education. Upon the completion of their work the findings were placed in a sealed envelope and taken to Mayor Wilson at City Hall before any of the members of the Board of Education had an opportunity to look them over and become acquainted with the whys and wherefores of the year's business.

Members of the Board of Education were in a highly indignant mood today over this method of municipal procedure. Chairman Elmer H. Havens flatly refused to discuss the situation until the Board of Appointments has the courtesy to allow him and the other members to see the report. It was from this report that the board drew its incessant lines of questions that were hurled at Supt. Slawson and other board members in the Council chambers last night.

In explaining the printed report of a \$100,000 difference on the school books for the fiscal year of 1918-19, Supt. Slawson said this morning:

"Reference to this difference was an error in typewriting in a statement that I had compiled of the drafts of the teachers salaries made for the past three years. It had nothing to do whatever with any bookkeeping and is not chargeable to Mr. Wynkowski's department, and furthermore the error does not appear in his accounts."

"Chairman Elmer Havens discovered the error in a meeting of the committee on schools on Dec. 26, when the budget for the coming year was being considered. I pointed out then that it was merely a mistake of the typist. Mr. Wynkowski did not happen to be present then gave out copies of the draft to the auditors and members of the Board of Education without changing the mistake."

Supt. Slawson also emphasized the fact that he told the Board of Appointments that the auditor paid 19 payments to the teachers in 1918-19 instead of 20.

The draft presented to the board last night was drawn off the books of the school department to show the number of payments that had been made each year for the past three years. On the payrolls for 1918-19 the books were closed with the 18th and 19th payments on April 1st. This was necessary because the Board of Education was without funds to meet the last two payments due on March 14 and 28. The shortage was due to the increase of \$200 to each teacher and the lack of appropriations for additional funds.

In the spring of 1918 the mayor appeared before the Board of Education and urged that the maximum and minimum salaries for teachers be raised and that each teacher be granted an increase of \$200. The board did so on the promise that the mayor would raise the money. The increase in salaries commenced in September, 1918, and continued until the books were closed April, 1919, but the Board of Education never received the money which Mayor Wilson had promised.

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# FOOD SHORTAGE FELT ON BOATS HELD FAST IN ICE FOR 62 HOURS

## CHAPIN HAS DEAD MAN ON BOARD—CREW SUBSISTS FOR DAY AND HALF ON HARDTACK—WATER SUPPLY RAN VERY LOW.

# TROLLEYS AND TRAINS NOW ON SCHEDULE

## Passengers on Car in Near Panic As Fuse Blows Out.

"Everything lovely"—"Everything's going along in good shape." So said officials of the Connecticut Co. and the New Haven road when interviewed this morning in regard to traffic conditions on their respective lines.

The Connecticut Co. operated the usual number of cars on all lines today, according to a statement made by Superintendent Kibling and further than that the trolleys were running virtually on schedule. "I don't think that even a good freeze would put up out of commission now," continued Mr. Kibling. "The only thing that will above us off our schedule is another one of those young blizzards we had the other day and that is not very liable to happen in a hurry."

While many automobiles were blocked today the blocking was not as serious a nature as yesterday and delays to traffic were but momentary. A short delay took place this morning when a Fairfield avenue trolley blew out the fuse in the controller box, throwing out a sheet of flame that completely enveloped the motor-man although he escaped unhurt.

Going to the rear of the trolley he attempted to run the car on that motor but the fuse also blew out and the trolley was finally called to take the disabled one in tow. The passengers in the trolley were thrown into a near-panic when the flame burst out on the platform but all left the car without injury.

The station-master at the railroad station stated this morning that the "through" and "way" trains were all running almost on schedule and that the recent traffic congestion had been nearly altogether relieved. "Through trains are coming along both ways right on the dot," this official said. "We look for the usual uninterrupted operation of the main and branch lines throughout the day and night and after that also unless another storm hits us."

Streets in the city although had in some parts are once more showing signs of "warrentine." Main street, on the west side, has been cleared of snow in the business section, and other intersecting streets begin to show signs of the work of the gangs of men busily engaged in shoveling.

Some of the ice which surrounded the steamers was four feet thick and was as hard as marble, according to one of the officers. The ice jam extends from about a mile east of Execution Light to two miles west of it.

The tide from Montauk near Fort Schuyler and the ice was brought in from both sides, causing the jam.

On the Chapin the water became so low that the engineer had to use salt water for his boilers in order to save the fresh water for drinking and cooking. The boilers are now crusted with salt and the tubes will have to be cleaned out when the boat arrives in New London.

Both steamers had just enough coal to last until they arrived in the Bridgeport harbor and they will have to replenish their supply of coal here before they can proceed.

With a change of wind during the night the ice began to drift east and released the steamers. They immediately steamed to Bridgeport, this being the first open harbor.

There are a number of other steamers in the ice and they must await the arrival of coal before they can leave as their supply is not sufficient to bring them to Bridgeport.

The steamer Maine, which is on Execution Reef, is badly damaged about the stern with a hole in her hull and after two years ago the steamer was sent from New York to take off the passengers from the Maine broke down when some distance away but another boat succeeded in removing the passengers. The Maine lies in a dangerous position. If the ice moves and a gale springs up she may become a wreck.

Both steamers are equipped with a wireless outfit and the operators were kept busy most of the time sending messages to the Brooklyn navy yard. Passengers were obliged to wait for several hours before they could have messages sent to their friends.

## DR. VILASANTE SHOT.

Bilbao, Spain, Feb. 6.—Dr. Julio Vilasante was shot and killed here today by Luis Falcas, a member of a wealthy family, under peculiar circumstances.

Dr. Vilasante had attended Falcas's wife, who died just as the doctor was entering the house. The grief stricken husband shot and killed the physician.

## AIRPLANE REACHES ASSUAN

Cairo, Feb. 7.—The airplane owned by the London Times which left here yesterday morning on the first stage of its trip to Capetown, landed safely at Assuan, 425 miles up the Nile, after flying for seven hours, including a stop of ninety minutes to repair a leak. It will start from Assuan for Khartoum today.

Short of food, coal and water and with one dead man aboard the Chapin two large Sound steamers, Chester Chapin and New Hampshire arrived in the harbor this morning after having been ice bound a mile east of Execution Light, for 62 hours. They tied up at the Steamboat dock, foot of Union Square.

Captain Griffin of the New Hampshire, who is the commodore of the Sound fleet, says that his experiences on this trip have been the worst he has had in over 56 years of steamboating on the Sound.

The New Hampshire left New London Wednesday night for New York with a general cargo and a passenger list of 30. About a mile east of Execution Light, which is off Portchester, the steamer became fast, the ice which jammed the western end of the Sound, and although the engines were going at full speed just before she stopped the New Hampshire only made three boat lengths in 30 minutes.

The steamer was not provisioned for a long trip and food soon became scarce. For a part of the day and a half the crew were compelled to subsist on hard tack.

The Chester Chapin, of the same line, which was bound from New York to New London became fast in the ice a short distance from the New Hampshire after having ploughed her way through the ice from the western end of the jam. Being better off in supplies, than the New Hampshire, Capt. Pettigrew ordered that some of his supplies be transferred to the New Hampshire.

This was done by attaching the packages of food to a casting derrick which was thrown from the New Hampshire and a case of eggs, a can of milk, a bag of flour and other articles of food were drawn across the ice to the New Hampshire.

The thirty passengers of the New Hampshire and fifty of the Chester came ashore here and took the trains to their destinations.

One of the passengers on the Chapin died this morning and the body was taken ashore here after Coroner Phelan had been notified. The cause of his death is not known but from his actions during the night the officers of the boat believed that he must have taken a drink of wood alcohol or other poison which caused his death.

He was active around the boat during the trip until last night when he began to act in a peculiar manner, and early this morning he died while sitting in a chair in the saloon.

This is the first time in 16 years that the ice has interfered with traffic between New York and the Sound ports. Even during the severe weather of two years ago the Sound travel was not tied up by the ice.

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